

tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
5 directions relative to the main body of the
aircraft during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by
altering the
10 lateral direction or angle of tilt of the
primary lifting mechanism relative to the
main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
15 mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
joint, and which secondary lifting
mechanism is connected to the main body of
20 the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is

connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
5 directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
10 and such that
a direction of travel of the aircraft during
flight can be altered by altering the
lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
15 main body, and which secondary tilt enabling
joint is such that the secondary lifting mechanism
can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
20 the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
25 and which secondary lifting mechanism is able
to exert an upward force on the aft end of the

main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft
5 able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism through the primary tilt enabling joint and an upward force exerted on the main body of the aircraft
10 by the secondary lifting mechanism through the secondary tilt enabling joint while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the
15 primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

2. An aircraft with a main body, a primary lifting
20 mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft
25 able to achieve flight by means of upward

forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
secondary lifting mechanism while the primary
lifting mechanism and the secondary lifting
5 mechanism are connected to the main in
body of the aircraft in tandem order,
and which primary lifting mechanism comprises
a rotor, an engine assembly, and a plurality of
blades, with the said blades connected to the
10 rotor, and which said engine assembly is able
to rotate the said rotor, with the blades connected
to the rotor such that when the rotor is rotated by
the said engine assembly air can be forced in a
downward direction by means of the blades rotating
15 around the rotor, with the primary lifting
mechanism able to exert an upward force on the
forward end of the main body of the aircraft by
forcing air in a downward direction by way of the
blades rotating around the rotor,
20 and the secondary lifting mechanism comprises
a rotor, an engine assembly, and a plurality of
blades, with the blades of the secondary lifting
mechanism connected to the rotor of the secondary
lifting mechanism, and which engine assembly of
25 the secondary lifting mechanism is able to rotate

the rotor of the secondary lifting mechanism,
with the blades of the secondary lifting mechanism
connected to the rotor of the secondary lifting
mechanism such that when the rotor of the secondary
5 lifting mechanism is rotated by the engine assembly
of the secondary lifting mechanism air can be forced
in a downward direction by means of the blades of the
secondary lifting mechanism rotating around the rotor
of the secondary lifting mechanism, with the secondary
10 lifting mechanism able to exert an upward force on
the aft end of the main body of the aircraft by
forcing air in a downward direction by way of the
blades of the secondary lifting mechanism rotating
around the rotor of the secondary lifting mechanism,
15 and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
tilted in a plurality of directions and angles
20 relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
aircraft during flight of the aircraft,
25 and such that a direction of travel of the

aircraft during flight can be altered by
altering the lateral direction or angle
of tilt of the primary lifting mechanism
relative to the
5 main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
mechanism able to exert an upward force on
the forward end of the main body of the
10 aircraft through the primary tilt enabling
joint, and which secondary lifting
mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
15 joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is
connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
20 lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
25 to the main body during flight of the aircraft,

and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism through the primary tilt enabling joint and an upward force exerted on the main body of the aircraft

by the secondary lifting mechanism through
the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order,
5 and with controlled lateral tilting of the
primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

10 3. An aircraft with a main body, a primary lifting
mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and the secondary
lifting mechanism connected to the main body of
15 the aircraft in tandem order, and with the aircraft
able to achieve flight by means of upward
forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
secondary lifting mechanism while the primary
20 lifting mechanism and secondary lifting
mechanism are connected to the main
body of the aircraft in tandem order,
(which primary lifting mechanism is a
turboprop, and which primary lifting mechanism is
25 attached to the primary tilt enabling joint such

that air can be forced in a downward direction
by the primary lifting mechanism, and such
that by forcing air in a downward direction
the primary lifting mechanism is able to
5 exert an upward force on the forward end of the
main body of the aircraft,
and the secondary
lifting mechanism is a turboprop, which
secondary lifting mechanism is attached to the
10 secondary tilt enabling joint such that air can
be forced in a downward direction by the
secondary lifting mechanism, and such
that by forcing air in a downward direction
the secondary lifting mechanism is able to
15 exert an upward force on the aft end of the
main body of the aircraft,
and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
20 aircraft the primary lifting mechanism can be
tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
25 directions relative to the main body of the

aircraft during flight of the aircraft,
and such that a direction of travel of
the aircraft during flight can be
altered by altering the lateral
5 direction or angle of tilt of the
primary lifting mechanism relative to the
main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
10 mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
joint, and which secondary lifting
mechanism is connected to the main body of
15 the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is
connected to the main body of the aircraft by
20 the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
of the aircraft, in a controlled manner,
25 and such that the secondary lifting

mechanism can be tilted in lateral
directions relative to the main body during
flight of the aircraft, and such that
a direction of travel of the aircraft during
5 flight can be altered by altering the
lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
joint is such that the secondary lifting
10 mechanism can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
15 can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
20 main body of the aircraft through the secondary
tilt enabling joint, with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
able to achieve flight by means of an upward
25 force exerted on the main body of the aircraft

by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
5 the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order,
and with controlled lateral tilting of the
primary lifting mechanism and the secondary lifting
10 mechanism able to occur during flight while the
primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

4. An aircraft with a main body, a primary lifting
mechanism and a secondary lifting mechanism,
15 which main body has a forward end and an aft end,
with the primary lifting mechanism and the secondary
lifting mechanism connected to the main body of
the aircraft in tandem order, and with the aircraft
able to achieve flight by means of upward
20 forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
secondary lifting mechanism while the primary
lifting mechanism and the secondary lifting
mechanism are connected to the main in
25 body of the aircraft in tandem order,

and which primary lifting mechanism comprises
a rotor, an engine assembly, and a plurality of
blades, with the said blades connected to the
rotor, and which said engine assembly is able
5 to rotate the said rotor, with the blades connected
to the rotor such that when the rotor is rotated by
the said engine assembly air can be forced in a
downward direction by means of the blades rotating
around the rotor, with the primary lifting mechanism
10 able to exert an upward force on the forward end of
the main body of the aircraft by forcing air in a
downward direction by way of the blades rotating
around the rotor,

and the secondary lifting mechanism consists of
15 a jet engine, which jet engine is attached to ~~the~~
secondary tilt enabling joint such that the jet
engine is able to force exhaust gases to travel
in a downward direction and such that by forcing
exhaust gases to travel in a downward direction
20 the jet engine can exert an upward force on the
aft end of the main body,

^B and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
25 aircraft the primary lifting mechanism can be

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tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
5 directions relative to the main body of the
aircraft during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by
altering the
10 lateral direction or angle of tilt of the
primary lifting mechanism relative to the
main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
15 mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
joint, and which secondary lifting
mechanism is connected to the main body of
20 the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is
connected to the main body of the aircraft by
25 the secondary tilt enabling joint such that

during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
of the aircraft, in a controlled manner,
5 and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by altering
10 the lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
joint is such that the secondary lifting
mechanism can be tilted in a controlled
15 manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
can be tilted in with respect to the main body
20 of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary
25 tilt enabling joint, with the primary tilt enabling

- joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft
- 5 by the primary lifting mechanism through the primary tilt enabling joint and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism through the secondary tilt enabling joint while the
- 10 primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the
- 15 primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.
5. The aircraft of claim 4 wherein the said jet engine is a turbojet.
6. The aircraft of claim 4 wherein the said jet
- 20 engine is a turbofan.
7. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary
- 25 lifting mechanism connected to the main body of

the aircraft in tandem order, and with the aircraft
able to achieve flight by means of upward
forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
5 secondary lifting mechanism while the primary
lifting mechanism and the secondary lifting
mechanism are connected to the main
body of the aircraft in tandem order,
and which primary lifting mechanism comprises a
10 rotor, an engine assembly, and a plurality of
blades, with the said blades connected to the
rotor, and which said engine assembly is able
to rotate the said rotor, with the blades connected
to the rotor such that when the rotor is rotated by
15 the said engine assembly air can be forced in a
downward direction by means of the blades rotating
around the rotor, with the primary lifting mechanism
able to exert an upward force on the forward end of
the main body of the aircraft by forcing air in a
20 downward direction by way of the blades rotating
around the rotor,
and the secondary lifting mechanism consists of
a plurality of jet engines, which jet engines
are attached to the secondary tilt enabling joint
25 such that the jet engines are able to force

exhaust gases to travel in a downward direction
and such that by forcing exhaust gases to travel
in a downward direction the jet engines can exert
an upward force on the aft end of the main body,
5 B and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
tilted in a plurality of directions and angles
10 relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
aircraft during flight of the aircraft,
15 and such that a direction of travel of the
aircraft during flight can be altered by
altering the lateral direction or angle of
tilt of the primary lifting mechanism relative
to the main body of the aircraft, and which
20 said tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
25 joint, and which secondary lifting

mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and

5 which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of

10 directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft,

15 and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling

20 joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral

25 direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt

enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary
5 tilt enabling joint, with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the
aircraft able to achieve flight by means of an upward
force exerted on the main body of the aircraft
10 by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the
15 primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order,
and with controlled lateral tilting of the
primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
20 primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

8. The aircraft of claim 7 wherein the said jet
engines are turbojets.

9. The aircraft of claim 7 wherein the said jet
25 engines are turbofans.

10. An aircraft with a main body, a primary lifting
mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and secondary
5 lifting mechanism connected to the main body of
the aircraft in tandem order, and with the aircraft
able to achieve flight by means of upward
forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
10 secondary lifting mechanism while the primary
lifting mechanism and secondary lifting
mechanism are connected to the main in
body of the aircraft in tandem order,
➔ which primary lifting mechanism is a turboprop,
15 and which primary lifting mechanism is attached
to the primary tilt enabling joint such that air
can be forced in a downward direction by the
primary lifting mechanism, and such
that by forcing air in a downward direction
20 the primary lifting mechanism is able to
exert an upward force on the forward end of the
main body of the aircraft,
and the secondary lifting mechanism consists of
a jet engine, which jet engine is attached to the
25 secondary tilt enabling joint such that the jet

engine is able to force exhaust gases to travel
in a downward direction and such that by forcing
exhaust gases to travel in a downward direction
the jet engine can exert an upward force on the
5 aft end of the main body,
and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
10 tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
15 aircraft during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by
altering the lateral direction or angle of tilt
of the primary lifting mechanism relative to
20 the main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
mechanism able to exert an upward force on
the forward end of the main body of the
25 aircraft through the primary tilt enabling
joint, and which secondary lifting

mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
5 which said secondary lifting mechanism is
connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
10 directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
15 and such that a direction of travel of the aircraft
during flight can be altered by altering the
lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
20 joint is such that the secondary lifting
mechanism can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
5 to exert an upward force on the aft end of the
main body of the aircraft through the secondary
tilt enabling joint, with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
10 able to achieve flight by means of an upward
force exerted on the main body of the aircraft
by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
15 by the secondary lifting mechanism through
the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order,
and with controlled lateral tilting of the
20 primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

11. The aircraft of claim 9 wherein the said jet
25 engine is a turbojet.

12. The aircraft of claim 9 wherein the said jet engine is a turbofan.

13. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism,
5 which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward
10 forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main
15 body of the aircraft in tandem order,
→ which primary lifting mechanism is a turboprop, and which primary lifting mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the
20 primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able to exert an upward force on the forward end of the main body of the aircraft,
25 and the secondary lifting mechanism consists of a plurality of jet engines, which jet engines are attached to the secondary tilt enabling joint

such that the jet engines are able to force
exhaust gases to travel in a downward direction
and such that by forcing exhaust gases to travel
in a downward direction the jet engines can exert
5 an upward force on the aft end of the main body,
and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
10 tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
15 aircraft during flight of the aircraft, and such
that a direction of travel of the aircraft
during flight can be altered by altering the
lateral direction or angle of tilt of the
primary lifting mechanism relative to the
20 main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting
mechanism able to exert an upward force on
the forward end of the main body of the
25 aircraft through the primary tilt enabling
joint, and which secondary lifting

mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
5 which said secondary lifting mechanism is
connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
10 directions and angles relative to the main body
of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
15 and such that a direction of travel of the
aircraft during flight can be altered by altering
the lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
20 joint is such that the secondary lifting
mechanism can be tilted in a controlled
manner in a lateral direction with respect to
the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body
of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
5 to exert an upward force on the aft end of the
main body of the aircraft through the secondary
tilt enabling joint, with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
10 able to achieve flight by means of an upward
force exerted on the main body of the aircraft
by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
15 by the secondary lifting mechanism through
the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order,
and with controlled lateral tilting of the
20 primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

14. The aircraft of claim 13 wherein the said jet
25 engines are turbojets.

15. The aircraft of claim 13 wherein the said jet engines are turbofans.
16. An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism,
- 5 which main body has a forward end and an aft end, with the primary lifting mechanism and secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward
- 10 forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and secondary lifting mechanism are connected to the main
- 15 body of the aircraft in tandem order, and which primary lifting mechanism comprises a rotor, an engine assembly, and a plurality of blades, with the said blades connected to the rotor, and which said engine assembly is able
- 20 to rotate the said rotor, with the blades connected to the rotor such that when the rotor is rotated by the said engine assembly air can be forced in a downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism
- 25 able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a

downward direction by way of the blades rotating
around the rotor,

and the secondary lifting mechanism is a
turboprop, which secondary lifting mechanism is
5 attached to the secondary tilt enabling joint such
that air can be forced in a downward direction by
the secondary lifting mechanism, and such that by
forcing air in a downward direction the secondary
lifting mechanism is able to exert an upward force
10 on the aft end of the main body of the aircraft,

and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
15 tilted in a plurality of directions and angles
relative to the main body of the aircraft, in
a controlled manner, and such that the primary
lifting mechanism can be tilted in lateral
directions relative to the main body of the
20 aircraft during flight of the aircraft,
and such that a direction of travel of the
aircraft during flight can be altered by
altering the lateral direction or angle of tilt
of the primary lifting mechanism relative to
25 the main body of the aircraft, and which said
tilt enabling joint is a primary tilt
enabling joint, with the primary lifting

mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
joint, and which secondary lifting
5 mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is
10 connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
15 of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism
can be tilted in lateral directions relative
to the main body during flight of the aircraft,
and such that a direction of travel of the
20 aircraft during flight can be altered by altering
the lateral direction or angle of tilt of the
secondary lifting mechanism relative to the
main body, and which secondary tilt enabling
joint is such that the secondary lifting
25 mechanism can be tilted in a controlled
manner in a lateral direction with respect to

the main body of the aircraft during flight of
the aircraft that is opposite to a lateral
direction that the primary lifting mechanism
can be tilted in with respect to the main body
5 of the aircraft by means of the primary tilt
enabling joint during flight of the aircraft,
and which secondary lifting mechanism is able
to exert an upward force on the aft end of the
main body of the aircraft through the secondary
10 tilt enabling joint, with the primary tilt enabling
joint and the secondary tilt enabling joint connected
to the main body of the aircraft, and with the aircraft
able to achieve flight by means of an upward
force exerted on the main body of the aircraft
15 by the primary lifting mechanism through the
primary tilt enabling joint and an upward
force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the
20 primary lifting mechanism and the secondary
lifting mechanism are maintained in tandem order
and with controlled lateral tilting of the
primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
25 primary lifting mechanism and the secondary lifting
mechanism are maintained in tandem order.

17. An aircraft with a main body, a primary lifting
mechanism and a secondary lifting mechanism,
which main body has a forward end and an aft end,
with the primary lifting mechanism and secondary
5 lifting mechanism connected to the main body of
the aircraft in tandem order, and with the aircraft
able to achieve flight by means of upward
forces exerted on the main body of the aircraft
by the primary lifting mechanism and the
10 secondary lifting mechanism while the primary
lifting mechanism and secondary lifting
mechanism are connected to the main in
body of the aircraft in tandem order,
which primary lifting mechanism is a turboprop,
15 and which primary lifting mechanism is attached
to the primary tilt enabling joint such that air
can be forced in a downward direction by the
primary lifting mechanism, and such that by
forcing air in a downward direction the primary
20 lifting mechanism is able to exert an upward
force on the forward end of the main body of
the aircraft,
and which secondary lifting mechanism
comprises a rotor, an engine assembly, and a
25 plurality of blades, with the blades of the
secondary lifting mechanism connected to the

rotor of the secondary lifting mechanism, and
which engine assembly of the secondary lifting
mechanism is able to rotate the rotor of the
secondary lifting mechanism, with the blades of
5 the secondary lifting mechanism connected to
the rotor of the secondary lifting mechanism
such that when the rotor of the secondary lifting
mechanism is rotated by the engine assembly of
the secondary lifting mechanism air can be
10 forced in a downward direction by means of the
blades of the secondary lifting mechanism
rotating around the rotor of the secondary
lifting mechanism, with the secondary lifting
mechanism able to exert an upward force
15 on the aft end of the main body of the
aircraft by forcing air in a downward direction
by way of the blades of the secondary lifting
mechanism rotating around the rotor of the
secondary lifting mechanism,
20 and which primary lifting mechanism is connected
to the main body of the aircraft by a tilt
enabling joint such that during flight of the
aircraft the primary lifting mechanism can be
tilted in a plurality of directions and angles
25 relative to the main body of the aircraft, in
a controlled manner, and such that the primary

lifting mechanism can be tilted in lateral
directions relative to the main body of the
aircraft during flight of the aircraft,
and such that a direction of travel of the
5 aircraft during flight can be altered by
altering the lateral direction or angle of tilt
of the primary lifting mechanism relative to
the main body of the aircraft, and which said
tilt enabling joint is a primary tilt
10 enabling joint, with the primary lifting
mechanism able to exert an upward force on
the forward end of the main body of the
aircraft through the primary tilt enabling
joint, and which secondary lifting
15 mechanism is connected to the main body of
the aircraft by an additional tilt enabling
joint, which said additional tilt enabling
joint is a secondary tilt enabling joint, and
which said secondary lifting mechanism is
20 connected to the main body of the aircraft by
the secondary tilt enabling joint such that
during flight of the aircraft the secondary
lifting mechanism can be tilted in a plurality of
directions and angles relative to the main body
25 of the aircraft, in a controlled manner,
and such that the secondary lifting mechanism

can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism through the primary tilt enabling joint and an upward

force exerted on the main body of the aircraft
by the secondary lifting mechanism through
the secondary tilt enabling joint while the
primary lifting mechanism and the secondary
5 lifting mechanism are maintained in tandem order,
and with controlled lateral tilting of the
primary lifting mechanism and the secondary lifting
mechanism able to occur during flight while the
primary lifting mechanism and the secondary lifting
10 mechanism are maintained in tandem order.

18. The aircraft of claim 2 wherein
the engine assembly of the primary lifting
mechanism comprises a single engine and the
engine assembly of the secondary lifting
5 mechanism comprises a single engine.
19. The aircraft of claim 2 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines
and the engine assembly of the secondary lifting
10 mechanism comprises a single engine.
20. The aircraft of claim 2 wherein
the engine assembly of the primary lifting
mechanism comprises a single engine and the
engine assembly of the secondary lifting
15 mechanism comprises a plurality of engines.
21. The aircraft of claim 2 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines and the
engine assembly of the secondary lifting
20 mechanism comprises a plurality of engines.
22. The aircraft of claim 4 wherein
the engine assembly of the primary lifting
mechanism comprises a single engine.

23. The aircraft of claim 4 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines.
24. The aircraft of claim 7 wherein
5 the engine assembly of the primary lifting
mechanism comprises a single engine.
25. The aircraft of claim 7 wherein
the engine assembly of the primary lifting
mechanism comprises a plurality of engines.
- 10 26. The aircraft of claim 16 wherein
the engine assembly of the primary lifting
mechanism comprises a single engine.
27. The aircraft of claim 16 wherein
the engine assembly of the primary lifting
15 mechanism comprises a plurality of engines.
28. The aircraft of claim 17 wherein
the engine assembly of the secondary lifting
mechanism comprises a single engine.
29. The aircraft of claim 17 wherein
20 the engine assembly of the secondary lifting
mechanism comprises a plurality of engines.

30. The aircraft of any one of claims 1 to 29 wherein
the primary lifting mechanism is connected to the main body
by the primary tilt enabling joint such that the primary
lifting mechanism can be positioned above the main body of
5 the aircraft by means of the primary tilt enabling joint
during flight of the aircraft.
31. The aircraft of any one of claims 1 to 29 wherein
the primary lifting mechanism is connected to the main body
by the primary tilt enabling joint such that the primary
10 lifting mechanism can be positioned in front of the main
body of the aircraft by means of the primary tilt enabling
joint during flight of the aircraft.
32. The aircraft of any one of claims 1 to 29 wherein
the secondary lifting mechanism is connected to
15 the main body by the secondary tilt enabling joint such that
a part the secondary lifting mechanism can be positioned
behind the main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.
33. The aircraft of any one of claims 1 to 29 wherein
20 the secondary lifting mechanism is connected to the main
body by the secondary tilt enabling joint such that the
secondary lifting mechanism can be positioned behind the
main body of the aircraft by means of the secondary tilt
enabling joint during flight of the aircraft.

34. The aircraft of claim 30 wherein the secondary
lifting mechanism is connected to the main body by the
secondary tilt enabling joint such that the secondary lifting
mechanism can be positioned behind the main body of the aircraft
5 by means of the secondary tilt enabling joint during flight of
the aircraft.

35. The aircraft of claim 31 wherein the secondary
lifting mechanism is connected to the main body by
the secondary tilt enabling joint such that the
10 secondary lifting mechanism can be positioned behind
the main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

36. The aircraft of claim 30 wherein the secondary
lifting mechanism is connected to the main body by
15 the secondary tilt enabling joint such that part of the
secondary lifting mechanism can be positioned behind the
main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

37. The aircraft of claim 31 wherein
20 the secondary lifting mechanism is connected to the
main body by the secondary tilt enabling joint such
that part of the secondary lifting mechanism can be positioned
behind the main body of the aircraft by means of the secondary
tilt enabling joint during flight of the aircraft.

38. The aircraft of any one of claims 1 to 29 wherein
the secondary lifting mechanism is connected to the
main body by the secondary tilt enabling joint such
that part of the secondary lifting mechanism can
5 be positioned above the main body of the aircraft by means of
the secondary tilt enabling joint during flight of the aircraft.

39. The aircraft of claim 30 wherein the secondary
lifting mechanism is connected to the main body by
the secondary tilt enabling joint such that the
10 secondary lifting mechanism can be positioned above the aft
end of the main body of the aircraft by means of the
secondary tilt enabling joint during flight of the aircraft.

40. The aircraft of claim 31 wherein the secondary
lifting mechanism is connected to the main body by
the secondary tilt enabling joint such that the
15 secondary lifting mechanism can be positioned above
the aft end of the main body of the aircraft by means of the
secondary tilt enabling joint during flight of the aircraft.

41. The aircraft of any one of claims 1 to 29
20 wherein the primary tilt enabling joint is
connected to the main body by a tilt enabling
joint, which said tilt enabling joint that
connects the primary tilt enabling joint to
the main body is a third tilt enabling joint,

and which said third tilt enabling joint is such that the primary tilt enabling joint can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, by means of the third
5 tilt enabling joint without components of the primary tilt enabling joint having to move with respect to one another.

42. The aircraft of any one of claims 1 to 29
wherein the primary tilt enabling joint has a movement enabling assembly that enables the primary
10 tilt enabling joint to move and a tilt activating mechanism that can cause and control the movement of the primary tilt enabling joint, and the secondary tilt enabling joint has a movement enabling assembly that allows the secondary tilt enabling joint to
15 move and a tilt activating mechanism that causes and controls the movement of the secondary tilt enabling joint to occur, which movement enabling assembly of the secondary tilt enabling joint is a secondary movement enabling assembly, and which said tilt
20 activating mechanism of the secondary tilt enabling joint is a secondary tilt activating mechanism.

43. The aircraft of claim 42 wherein the primary
tilt enabling joint is connected to the main
body by a tilt enabling joint, which said tilt
enabling joint that connects the primary tilt
5 enabling joint to the main body is a third tilt
enabling joint, and which said third tilt
enabling joint is such that the primary tilt
enabling joint can be tilted in a plurality of
directions and angles relative to the main body
10 of the aircraft, in a controlled manner, without
components of the primary tilt enabling joint
having to move with respect to one another,
and which third tilt enabling joint has a
movement enabling assembly that enables the
15 third tilt enabling joint to move and a tilt
activating mechanism that can cause and control
the movement of the third tilt enabling joint.

44. The aircraft of claim of 42 wherein the
movement enabling assembly of the primary tilt
20 enabling joint is a universal joint and the
tilt activating mechanism of the primary tilt
enabling joint comprises a plurality of
hydraulic actuators connected to the universal
joint of the primary tilt enabling joint and the
25 movement enabling assembly of the secondary tilt

enabling joint is a universal joint, with the tilt activating mechanism of the secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the universal joint of the secondary
5 tilt enabling joint.

45. The aircraft of any one of claims 1 to 29 wherein the secondary lifting mechanism is connected to the the secondary tilt enabling joint by a rotating mechanism such that during flight of the aircraft the secondary lifting
10 mechanism can be rotated in a controlled manner relative to the secondary tilt enabling joint by means of the rotating mechanism.

46. The aircraft of any one of claims 1 to 29 wherein the secondary tilt enabling joint is connected to the
15 main body of the aircraft by a rotating mechanism such that during flight of the aircraft the secondary tilt enabling joint can be rotated relative to the main body of the aircraft in a controlled manner by means of the rotating mechanism.

47. The aircraft of claim 46

wherein the primary tilt enabling joint has a
movement enabling assembly that enables the primary
tilt enabling joint to move and a tilt activating
5 mechanism that can cause and control the movement
of the primary tilt enabling joint, and the secondary
tilt enabling joint has a movement enabling assembly
that allows the secondary tilt enabling joint to
move and a tilt activating mechanism that causes and
10 controls the movement of the secondary tilt enabling
joint to occur, which movement enabling assembly of
the secondary tilt enabling joint is a secondary
movement enabling assembly, and which said tilt
activating mechanism of the secondary tilt enabling
15 joint is a secondary tilt activating mechanism.

48. The aircraft of claim of 47 wherein the

movement enabling assembly of the primary tilt
enabling joint is a universal joint and the tilt
activating mechanism of the primary tilt enabling
20 joint comprises a plurality of hydraulic actuators
connected to the universal joint of the primary
tilt enabling joint, and the movement enabling
assembly of the secondary tilt enabling joint is
a universal joint, with the tilt activating
25 mechanism of the secondary tilt enabling joint

comprising a plurality of hydraulic actuators
connected to the universal joint of the secondary
tilt enabling joint.

49. The aircraft of claim 47 wherein the primary
5 tilt enabling joint is connected to the main
body by a tilt enabling joint, which said tilt
enabling joint that connects the primary tilt
enabling joint to the main body is a third tilt
enabling joint, and which said third tilt
10 enabling joint is such that the primary tilt
enabling joint can be tilted in a plurality of
directions and angles relative to the main body
of the aircraft, in a controlled manner, without
components of the primary tilt enabling joint
15 having to move with respect to one another,
and which third tilt enabling joint has a
movement enabling assembly that enables the
third tilt enabling joint to move and a tilt
activating mechanism that can cause and control
20 the movement of the third tilt enabling joint.

50. The aircraft of claim 48 wherein a fin is connected
to the secondary lifting mechanism such that the
fin protrudes outward from the secondary lifting mechanism.

51. The aircraft of claim 36
wherein the primary tilt enabling joint has a
movement enabling assembly that enables the primary

tilt enabling joint to move and a tilt activating mechanism that can cause and control the movement of the primary tilt enabling joint, and the secondary tilt enabling joint has a movement enabling assembly that allows the secondary tilt enabling joint to move and a tilt activating mechanism that causes and controls the movement of the secondary tilt enabling joint to occur, which movement enabling assembly of the secondary tilt enabling joint is a secondary movement enabling assembly, and which said tilt activating mechanism of the secondary tilt enabling joint is a secondary tilt activating mechanism, and which primary tilt enabling joint is connected to the main body by a tilt enabling joint, which said tilt enabling joint that connects the primary tilt enabling joint to the main body is a third tilt enabling joint, and which said third tilt enabling joint is such that the primary tilt enabling joint can be tilted in a plurality of directions and angles, in a controlled manner, and wherein the third tilt enabling joint has a movement enabling assembly that enables the third tilt enabling joint to move and a tilt activating mechanism that can cause and control the movement of the third tilt enabling joint.

52. The aircraft of claim 51 wherein the secondary tilt enabling joint is connected to the main body of the aircraft by a rotating mechanism such that during flight of the aircraft the secondary tilt enabling joint can be rotated relative to the main body of the aircraft in a controlled manner by means of the rotating mechanism.

53. The aircraft of claim of 42 wherein the movement enabling assembly of the primary tilt enabling joint is a plurality of hinges transversely connected to one another and the tilt activating mechanism of the primary tilt enabling joint comprises a plurality of hydraulic actuators connected to the movement enabling assembly of the primary tilt enabling joint, and the movement enabling assembly of the secondary tilt enabling joint is a universal joint, with the tilt activating mechanism of the secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the universal joint of the secondary tilt enabling joint.

54. The aircraft of claim of 42 wherein the
movement enabling assembly of the primary tilt
enabling joint is a plurality of hinges
transversely connected to one another and the tilt
5 activating mechanism of the primary tilt enabling
joint comprises as plurality of hydraulic actuators
connected to the movement enabling assembly of
the primary tilt enabling joint, and the
movement enabling assembly of the secondary tilt
10 enabling joint is a plurality of hinges
transversely connected to one another with the tilt
activating mechanism of the secondary tilt enabling
joint comprising a plurality of hydraulic actuators
connected to the movement enabling assembly of
15 the secondary tilt enabling joint.

55. The aircraft of claim of 42 wherein the
movement enabling assembly of the primary tilt
enabling joint is a universal joint and the tilt
activating mechanism of the primary tilt enabling
20 joint comprises as plurality of hydraulic actuators
connected to the universal joint of the primary
tilt enabling joint and the movement enabling
assembly of the secondary tilt enabling joint is a
plurality of hinges transversely connected to one
25 another with the tilt activating mechanism of the

secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the movement enabling assembly of the secondary tilt enabling joint.

56. The aircraft of any one of claims 1 to 29 wherein the primary
5 lifting mechanism is connected to the main body of the aircraft by means of the primary tilt enabling joint such that the primary lifting mechanism can be tilted in a forward direction and a rearward direction relative to the main body of the aircraft, in a controlled manner, by means
10 of the primary tilt enabling joint and the secondary lifting mechanism is connected to the main body of the aircraft by means of the secondary tilt enabling joint such that the secondary lifting mechanism can be tilted in a forward and rearward
15 direction relative to the main body of the aircraft, in a controlled manner, by means of the secondary tilt enabling joint.

57. The aircraft of claim 36 wherein the primary lifting mechanism is connected to the main body of the aircraft by means of the primary tilt enabling joint such that
20 the primary lifting mechanism can be tilted in a forward direction and a rearward direction relative

to the main body of the aircraft, in a controlled manner, by means of the primary tilt enabling joint, and the secondary lifting mechanism is connected to the main body of the aircraft by means of the secondary tilt enabling joint such that the secondary lifting mechanism can be tilted in a forward and rearward direction relative to the main body of the aircraft, in a controlled manner, by means of the secondary tilt enabling joint.

58. The aircraft of claim 57 wherein the primary tilt enabling joint comprises a plurality of movement enabling assemblies that enable the primary tilt enabling joint to have a tilt motion and a plurality of tilt activating mechanisms that can cause and control the movement of the primary tilt enabling joint, and the secondary tilt enabling joint comprises a plurality of movement enabling assemblies that allow the secondary tilt enabling joint to move and a plurality of tilt activating mechanism that can cause and control the movement of the secondary tilt enabling joint.

59. The aircraft of any one of claims 1 to 29 wherein the primary lifting mechanism is connected to

the main body by the primary tilt enabling joint
such that the whole of the primary lifting mechanism
can be placed in position that is in front of and
above the main body of the aircraft by means of the
5 primary tilt enabling joint during flight of the aircraft.

60. The aircraft of any one of claims 1 to 29 wherein the secondary
lifting mechanism is connected to the main body by the secondary
tilt enabling joint such that the whole of the secondary
lifting mechanism can be placed in a position that is
10 above and behind the main body of the aircraft by means of
the secondary tilt enabling joint during flight of the aircraft.

61. The aircraft of claim 59 wherein the secondary lifting
mechanism is connected to the main body by the secondary tilt
enabling joint such that the whole of the secondary lifting
mechanism can be placed in a position that is above and
15 behind the main body of the aircraft by means of the
secondary tilt enabling joint during flight of the aircraft.

62. The aircraft of any one of claims 1 to 29 wherein
the primary lifting mechanism is connected to
20 the main body by the primary tilt enabling joint such that a
part of the primary lifting mechanism can be positioned in
front of the main body of the aircraft by means of the
primary tilt enabling joint during flight of the aircraft.

63. The aircraft of claim 62 wherein the secondary lifting
mechanism is connected to the main body by the secondary tilt
enabling joint such that the secondary lifting mechanism can
be positioned behind the main body of the aircraft by means of
5 the secondary tilt enabling joint during flight of the aircraft.

64. The aircraft of claim 62 wherein the secondary lifting
mechanism is connected to the main body by the secondary tilt
enabling joint such that part of the secondary lifting
mechanism can be positioned behind the main body of the
10 aircraft by means of the secondary tilt enabling joint during
flight of the aircraft.

65. The aircraft of claim 62 wherein the secondary lifting
mechanism is connected to the main body by the secondary tilt
enabling joint such that the secondary lifting mechanism can
15 be positioned above the aft end of the main body of the
aircraft by means of the secondary tilt enabling joint during
flight of the aircraft.

66. The aircraft of claim 59 wherein by means of the primary
tilt enabling joint the primary lifting mechanism can be
20 placed in a position such that only a of part of the primary
lifting mechanism is in front of the main body of the aircraft
by means of the primary tilt enabling joint during flight of
the aircraft.

67. The aircraft of claim 60 wherein by means of the secondary tilt enabling joint the secondary lifting mechanism can be placed in a position such that only a part of the secondary lifting mechanism is in behind of the main body of the aircraft
5 by means of the secondary tilt enabling joint during flight of the aircraft.

68. The aircraft of claim 46 wherein the secondary lifting mechanism is connected to the main body by the secondary tilt enabling joint such that the whole of the secondary
10 lifting mechanism can be placed in a position that is above and behind the main body of the aircraft by means of the secondary tilt enabling joint during flight of the aircraft.

69. The aircraft of claim 68 wherein by means of the secondary tilt enabling joint the secondary lifting mechanism can be
15 placed in a position such that no part of the secondary lifting mechanism is in behind of the main body of the aircraft.

70. The aircraft of claim 69 wherein the primary lifting mechanism is connected to the main body by the primary tilt enabling joint
20 such that by means of the primary tilt enabling joint the whole of the primary lifting mechanism can be placed in position that is in front of and above the main body of the aircraft during flight of the aircraft.

71. The aircraft of claim 70 wherein by means of the primary tilt enabling joint the primary lifting mechanism can be placed in a position such that only a part of the primary lifting mechanism is in front of the main body of the aircraft.

5 72. The aircraft of claim 71 wherein the primary lifting mechanism is connected to the main body of the aircraft by means of the primary tilt enabling joint such that the primary lifting mechanism can be tilted in a forward direction and a rearward direction relative to the
10 main body of the aircraft, in a controlled manner, by means of the primary tilt enabling joint and the secondary lifting mechanism is connected to the main body of the aircraft by means of the secondary tilt enabling joint such that the secondary lifting
15 mechanism can be tilted in a forward and rearward direction relative to the main body of the aircraft, in a controlled manner, by means of the secondary tilt enabling joint.

73. The aircraft of claim 72 wherein a fin is connected
20 to the secondary lifting mechanism such that the fin protrudes outward from the secondary lifting mechanism.

73. The aircraft of claim 45 wherein
the secondary tilt enabling joint is such that
the secondary lifting mechanism is able to be tilted
in a forward direction, a rearward direction, and in
5 lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.

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73. The aircraft of claim 46 wherein
the secondary tilt enabling joint is such that
the secondary lifting mechanism is able to be tilted
10 in a forward direction, a rearward direction, and in
lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.

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73. The aircraft of claim 52 wherein
the secondary tilt enabling joint is such that
15 the secondary lifting mechanism is able to be tilted
in a forward direction, a rearward direction, and in
lateral directions with respect to the main body of the
aircraft by means of the secondary tilt enabling joint.

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74. ~~The aircraft of any one of claims 1 to 29 wherein~~
20 the secondary lifting mechanism is connected to the
secondary tilt enabling joint by a rotating mechanism such
that during flight of the aircraft the secondary lifting
mechanism can be rotated in a controlled manner relative to
~~the secondary tilt enabling joint by means of the rotating~~

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mechanism,

and the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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75. The aircraft of claim 74 wherein

the secondary tilt enabling joint is such that the secondary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the secondary tilt enabling joint.

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76. The aircraft of claim 41 wherein

the primary tilt enabling joint is such that the primary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the primary tilt enabling joint.

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77. The aircraft of claim 43 wherein

the primary tilt enabling joint is such that the primary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the primary tilt

enabling joint,

and the primary tilt enabling joint is
connected to the main body by an additional tilt enabling
joint, which said additional tilt enabling joint that connects
5 the primary tilt enabling joint to the main body is a third
tilt enabling joint, and which said third tilt enabling joint
is such that the primary tilt enabling joint can be tilted in
a plurality of directions and angles relative to the main
body of the aircraft, in a controlled manner, and which third
10 tilt enabling joint has a movement enabling assembly that
enables the third tilt enabling joint to move and a tilt
activating mechanism that can cause and control the movement
of the third tilt enabling joint.

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78. The aircraft of claim 45 wherein

15 the primary tilt enabling joint is such that the primary
lifting mechanism is able to be tilted in a forward direction,
a rearward direction, and in lateral directions with respect
to the main body of the aircraft by means of the primary tilt
enabling joint,

20 and the primary tilt enabling joint is
connected to the main body by a tilt enabling
joint, which said tilt enabling joint that connects
the primary tilt enabling joint to the main body is a third
tilt enabling joint, and which said third tilt enabling joint

is such that the primary tilt enabling joint can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and which third tilt enabling joint has a movement enabling assembly that enables the third tilt enabling joint to move and a tilt activating mechanism that can cause and control the movement of the third tilt enabling joint,

and the secondary tilt enabling joint is such that the secondary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the secondary tilt enabling joint.

79. The aircraft of claim 46 wherein the primary tilt enabling joint is such that the primary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the primary tilt enabling joint,

and the primary tilt enabling joint is connected to the main body by an tilt enabling joint, which said tilt enabling joint that connects the primary tilt enabling joint to the main body is a third tilt enabling joint, and which said third tilt enabling joint is such that the primary tilt

enabling joint can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and which third tilt enabling joint has a movement enabling assembly that enables the third tilt enabling joint to move and a tilt activating mechanism that can cause and control the movement of the third tilt enabling joint,

and the secondary tilt enabling joint is such that the secondary lifting mechanism is able to be tilted in a forward direction, a rearward direction, and in lateral directions with respect to the main body of the aircraft by means of the secondary tilt enabling joint.

80. The aircraft of claim 76 wherein the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

81. The aircraft of claim 77 wherein the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the

position of the secondary lifting mechanism with respect to the main body of the aircraft.

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82. The aircraft of claim 78 wherein

the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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83. The aircraft of claim 79 wherein

the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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84. The aircraft of claim 41 wherein

the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

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85. The aircraft of claim 45 wherein

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~~the primary lifting mechanism and the secondary lifting~~
mechanism are connected to the main body of the aircraft
such that the primary lifting mechanism is further forward
with respect to the main body of the aircraft than is the
5 position of the secondary lifting mechanism with respect to
the main body of the aircraft.

85. The aircraft of any one of claims 1 to 29 wherein
the primary lifting mechanism and the secondary lifting
mechanism are connected to the main body of the aircraft
10 such that the primary lifting mechanism is further forward
with respect to the main body of the aircraft than is the
position of the secondary lifting mechanism with respect to
~~the main body of the aircraft.~~

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TANDEM POWERED POWER TILTING AIRCRAFT

TECHNICAL FIELD

This invention relates to the vertical take-off field of aviation.

5 BACKGROUND ART

Many versions of helicopters using tandem rotors have been constructed to date. What has been common to all such helicopters is that the lifting rotors have had to have variable pitch blades to allow control of the helicopters.

10 SUMMARY OF THE INVENTION

This invention provides an aircraft that can fly in a similar manner to a conventional tandem rotor helicopter but does not require a blade pitch varying mechanism.

15 DETAILED DESCRIPTION OF THE INVENTION

The aircraft has a main body that is longer than it is wider, a lifting mechanism at the front, which is the primary lifting mechanism, and another lifting mechanism at the rear, which is a secondary lifting mechanism.

- 20 The primary lifting mechanism is joined to the forward part of the main body of the aircraft by a tilt enabling joint, and the secondary lifting mechanism is joined to the aft part of the main body of the aircraft by another tilt enabling joint.

The tilt enabling joints provide the means to position the lifting mechanisms above the main body of the aircraft and the means to tilt the primary and secondary lifting mechanisms in a plurality of directions and angles in a controlled
5 manner relative to the main body of the aircraft. Referring to the tilt enabling joint that can tilt the primary lifting mechanism as a primary tilt enabling joint, the primary lifting mechanism can be tilted forward, rearward, and from side to side with respect to the main body of the aircraft by
10 means of the primary tilt enabling joint. And referring to the tilt enabling joint that can tilt the secondary lifting mechanism as a secondary tilt enabling joint, the secondary lifting mechanism can be tilted forward, rearward, and from side to side with respect to the main body of the aircraft
15 by means of the secondary tilt enabling joint.

Tilting of the lifting mechanisms is used as a means to control the aircraft instead of varying blade pitches. By using tilting of lifting mechanisms to control the aircraft during flight, combinations of different forms of
20 lifting mechanisms can be used. For example, the front lifting mechanism can be in the form of a rotor with fixed pitch blades and an engine assembly, with the blades able to force air in a downward direction, while the rear lifting mechanism can be a jet engine which can force exhaust gases

directly downward or downward and sideways, depending on the tilting of the jet. By being able to tilt the jet forward and rearward, and from side to side, changes in exhaust direction can be achieved. Sideway directed exhaust can be
5 used to counter the torque of the forward rotor during take off. Because the aircraft has a jet at the rear instead of a rotor, the downwash over the rear part of the body of the aircraft from rotor blades is avoided. As such wings can be fitted to the rear of the aircraft. On conventional
10 helicopters wings have been proven to be useless due to downwash from rotor blades. With wings fitted to the current invention, the aircraft could gain substantial lift during high speed forward flight, reducing the need to rely on the jet at the rear for lift. By fitting the forward lifting
15 rotor and engine to the main body of the aircraft with multiple tilt enabling joints, the forward lifting mechanism could be tilted 90 degrees forward during forward flight, thus overcoming the need for a counter torque mechanism during high speed forward flight. The jet can then be tilted
20 into a horizontal position, adding to forward propulsion. The aircraft in effect can be transformed into a high speed forward flying aeroplane, using a massive sized rotor at the front acting as a propeller on an aeroplane and a jet at the rear for forward propulsion. The wings would provide

lift, and ailerons on the wings could counter the torque from the main rotor during high speed forward flight.

With the primary lifting mechanism at the front of the aircraft comprising a rotor with a plurality of blades connected to the
5 rotor, and the rotor being rotated by an engine assembly to force air to travel in a downward direction, the engine assembly can consist of a single engine or a plurality of engines.

Since the rotor blades don't have to be varied as in a
10 conventional helicopter, a simple option could be to use a turboprop as the primary lifting mechanism, positioned on the primary tilt enabling joint such that during take-off air is forced in a downward direction by means of the blades that form part of the turboprop.

15 While the secondary lifting mechanism can in one form be a jet engine, it can in another form be a rotor with a plurality of blades connected to the rotor, with an engine assembly to rotate the rotor, and by rotation of the rotor force air in a downward direction by means of the blades as the blades travel
20 around the rotor. The engine assembly can be a single engine or a plurality of engines. In another form the secondary lifting mechanism can be a turboprop.

Hence it becomes apparent that different types of lifting mechanisms can be combined on the aircraft.

In one form of the aircraft the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the blades rotating around the rotor, while the secondary lifting mechanism also comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly of the secondary lifting mechanism able to rotate the rotor of the secondary lifting mechanism and the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that air can be forced to travel in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism.

In another form of the aircraft the primary lifting mechanism is a turboprop which is positioned on the primary tilt enabling joint such that air can be forced in a downward direction by means of the blades of the turboprop, and the secondary lifting mechanism is a

turboprop. which is positioned on the secondary tilt enabling joint such that air can forced in a downward direction by means of the blades of the turboprop.

In another form of the aircraft the primary lifting
5 mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the the blades rotating
10 around the rotor, and the secondary lifting mechanism is a turboprop which is positioned on the secondary tilt enabling joint such that air can forced in a downward direction by means of the blades of the turboprop.

15 In another form of the aircraft the primary lifting mechanism is a turboprop which is positioned on the primary tilt enabling joint such that air can forced in a downward direction by means of the blades of the turboprop, while the secondary lifting mechanism comprises an
20 engine assembly, a rotor, and blades connected to the rotor, with the engine assembly of the secondary lifting mechanism able to rotate the rotor of the secondary lifting mechanism and the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechansim

such that air can be forced to travel in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism.

5 In another form of the aircraft the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward
10 direction by means of the blades rotating around the rotor, and the secondary lifting mechanism is a jet engine in the form of a turbojet that can be tilted so that exhaust from the turbojet can be forced in a downward direction behind the main body of the aircraft.

15 In another form of the aircraft the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by
20 means of the blades rotating around the rotor, and the secondary lifting mechanism is a jet engine in the form of a turbofan that can be tilted so that exhaust from the turbofan can be forced in a downward direction behind the main body of the aircraft.

In another form of the aircraft the primary lifting mechanism is a turboprop which is positioned on the primary tilt enabling joint such that air can forced in a downward direction by means of the blades of the
5 turboprop, and the secondary lifting mechanism is a jet engine in the form of a turbojet that can be tilted so that exhaust from the turbojet can be forced in a downward direction behind the main body of the aircraft.

In another form of the aircraft the primary lifting
10 mechanism is a turboprop which is positioned on the primary tilt enabling joint such that air can forced in a downward direction by means of the blades of the turboprop, and the secondary lifting mechanism is a jet engine in the form of a turbofan that can be tilted so
15 that exhaust from the tuborfan can be forced in a downward direction behind the main body of the aircraft.

In another form of the aircraft the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly
20 able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the blades rotating around the rotor, and the secondary lifting mechanism comprises two jet engines that can be tilted so that exhaust from the

jet engines can be forced in a downward direction behind the main body of the aircraft, with each jet engine being a turbojet.

In another form of the aircraft the primary lifting mechanism comprises an engine assembly, a rotor, and
5 blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the blades rotating around the rotor, and the secondary lifting mechanism
10 comprises two jet engines that can be tilted so that exhaust from the jet engines can be forced in a downward direction behind the main body of the aircraft, with each jet engine being a turbofan.

In another form of the aircraft the primary lifting
15 mechanism is a turboprop which is positioned on the primary tilt enabling joint such that air can forced in a downward direction by means of the blades of the turboprop, and the secondary lifting mechanism comprises two jet engines that can be tilted so that exhaust
20 from the jet engines can be forced in a downward direction behind the main body of the aircraft, with each jet engine being a turbofan.

In another form of the aircraft the primary lifting mechanism is a turboprop which is positioned on the
25 primary tilt enabling joint such that air can forced

in a downward direction by means of the blades of the turboprop, and the secondary lifting mechanism comprises two jet engines that can be tilted so that exhaust from the jet engines can be forced in a downward direction behind the main body of the aircraft, with each jet engine being a turbofan.

In one form of the aircraft where the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly
10 able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the blades rotating around the rotor, the engine assembly consists of a single engine.

In another form of the aircraft where the primary lifting
15 mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, with the engine assembly able to rotate the rotor and the blades connected to the rotor such that air can be forced to travel in a downward direction by means of the blades rotating around the
20 rotor, the engine assembly consists of two engines.

In one form of the aircraft where the primary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, and the engine assembly of

the primary lifting mechanism consists of a single engine,
a power transmission mechanism is connected to the engine
of the primary lifting mechanism, by which power
transmission mechanism the respective engine is able to
5 rotate the rotor of the primary lifting mechanism.

In another form of the aircraft where the primary lifting
mechanism comprises an engine assembly, a rotor, and
blades connected to the rotor, and the engine assembly of
the primary lifting mechanism consists of two engines,
10 a power transmission mechanism is connected to the engines of
the primary lifting mechanism, by which power transmission
mechanism the engines of the primary lifting mechanism are
able to rotate the rotor of the primary lifting mechanism.

In one form of the aircraft where the secondary lifting
15 mechanism comprises an engine assembly, a rotor, and blades
connected to the rotor of the secondary lifting mechanism,
the engine assembly of the secondary lifting mechanism
consists of a single engine.

In another form of the aircraft where the secondary lifting
20 mechanism comprises an engine assembly, a rotor, and blades
connected to the rotor of the secondary lifting mechanism,
the engine assembly consists of two engines.

In one form of the aircraft where the secondary lifting
mechanism comprises an engine assembly, a rotor, and

blades connected to the rotor of the secondary lifting mechanism, and the engine assembly consists of a single engine, a power transmission mechanism is connected to the engine of the secondary lifting mechanism, by which power
5 transmission mechanism the respective engine is able to rotate the rotor of the secondary lifting mechanism.

In another form of the aircraft where the secondary lifting mechanism comprises an engine assembly, a rotor, and blades connected to the rotor, and the engine assembly
10 of the secondary lifting mechanism consists of two engines, a power transmission mechanism is connected to the engines of the secondary lifting mechanism by which power transmission mechanism the engines of the secondary lifting mechanism are able to rotate the rotor of the secondary lifting mechanism.

15 The tilt enabling joints can comprise various components. Some of the components are such that they hold the joint together while allowing the joint to have movement, forming a movement enabling assembly, while other components form an activating mechanism that can force movement between
20 components of the movement enabling assembly.

In one form of the aircraft the movement enabling assembly of the primary tilt enabling joint is a universal joint and the activating mechanism comprises four of hydraulic actuators connected to the movement enabling assembly.

In another form of the aircraft the movement enabling assembly of the primary tilt enabling joint comprises a hinge assembly and the activating mechanism comprises a hydraulic actuating mechanism connected to the movement
5 enabling assembly.

In another form of the aircraft the movement enabling assembly of the primary tilt enabling joint comprises two hinges transversely connected and the activating mechanism comprises four hydraulic
10 actuators connected to the movement enabling assembly.

In one form of the aircraft the movement enabling assembly of the secondary tilt enabling joint is a universal joint and the activating mechanism comprises four hydraulic actuators connected to the movement
15 enabling assembly.

In another form of the aircraft the movement enabling assembly of the secondary tilt enabling joint comprises a hinge assembly and the activating mechanism comprises a hydraulic actuating mechanism connected to the movement
20 enabling assembly.

In another form of the aircraft the movement enabling assembly of the secondary tilt enabling joint comprises two hinges transversely connected and the activating mechanism comprises four hydraulic
25 actuators connected to the movement enabling assembly.

In one form of the aircraft the primary lifting mechanism is connected to the main body of the aircraft by the primary tilt enabling joint such that only part of the primary lifting mechanism can be positioned in front of the main
5 body of the aircraft.

In another form of the aircraft the primary lifting mechanism is connected to the main body of the aircraft by the primary tilt enabling joint such that the whole of the primary lifting mechanism can be positioned in front of
10 the main body of the aircraft.

In one form of the aircraft the primary lifting mechanism is connected to the main body of the aircraft by the primary tilt enabling joint such that only a part of the primary lifting mechanism can be positioned above
15 the main body of the aircraft.

In another form of the aircraft the primary lifting mechanism is connected to the main body of the aircraft by the primary tilt enabling joint such that the whole of the primary lifting mechanism can be positioned above
20 the main body of the aircraft.

In one form of the aircraft the secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that only part of the secondary lifting mechanism can be positioned behind the
25 main body of the aircraft.

In another form of the aircraft the secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that the whole of the secondary lifting mechanism can be positioned behind the
5 main body of the aircraft.

In one form of the aircraft the secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that only part of the secondary lifting mechanism can be positioned above
10 the main body of the aircraft.

In another form of the aircraft the secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that the whole of the secondary lifting mechanism can be positioned above
15 the main body of the aircraft.

In another form of the aircraft an additional tilt enabling joint is used to connect the primary tilt enabling joint to the main body of the aircraft to allow a greater amount of tilting movement between
20 the primary lifting mechanism and the main body of the aircraft. The additional tilt enabling joint, which is a third tilt enabling joint, comprises a movement enabling assembly that is a hinge, and the

activating mechanism comprises two hydraulic actuators connected to the movement enabling assembly and the main body of the aircraft.

In one form of the aircraft the secondary lifting
5 mechanism is pivotly connected to the secondary tilt enabling joint such that the secondary lifting mechanism can be rotated on the secondary tilt enabling joint without the secondary tilt enabling joint having to move. In a form of the aircraft this rotating ability is achieved
10 by means of a metal plate being used to join the secondary lifting mechanism to the upper section of the secondary tilt enabling joint, with the metal plate being joined to the upper section of the secondary tilt enabling joint by means of a large rivet, and an electric
15 motor that turns a wheel is used to rotate the metal plate on the secondary tilt enabling joint, with the electric motor connected to the secondary tilt enabling joint and the wheel.

In another form of the aircraft the secondary tilt
20 enabling joint is connected to the main body of the aircraft such that the secondary tilt enabling joint can be rotated on the aft end of the main body of the aircraft without components of the secondary tilt enabling joint having to move with respect to one another. In a form of the aircraft this rotating

ability is achieved by means of a metal plate being used to join the lower section of the secondary tilt enabling joint to the upper part of the aft end of the main body of the aircraft, with the metal plate being joined to the upper part of the main body by means of a large rivet which protrudes from inside of the main body of the aircraft. An electric motor that turns a wheel is used to rotate the metal plate that the secondary tilt enabling joint is attached to, with the electric motor connected to the upper section of the main body of the aircraft.

Figure 1 shows one form of the aircraft according to this invention. The aircraft has a main body 1 with a forward end 2 and an aft end 3. The primary lifting mechanism 4 comprises two blades 5, 6, connected to a rotor 7, which rotor 7 is rotated by means of an engine assembly 8 comprising one engine. The primary lifting mechanism 4 is connected to the top of the forward end 2 of the main body 1 by means of the primary tilt enabling joint 9 which has a movement enabling assembly in the form of a universal joint 10. A hydraulic actuator 11 is able to move the upper section 12 of the primary tilt enabling joint 9 forward and the hydraulic

actuator 13 is able to move the upper section 12
of the primary tilt enabling joint in a
rearward direction, while another hydraulic
actuator 14 is connected to the main body 1 of the
5 aircraft so that it is on the left side of the
universal joint 10 and so that it is able to tilt a
metal platform 15 which forms part of the universal
joint 10 to the right side of the main body (Refer
Figure 2). Another hydraulic actuator 16 is connected
10 to the main body 1 of the aircraft so that it is
on the right side of the universal joint and so that it
can tilt the metal platform 15 to the left
side of the main body of the aircraft. The
hydraulic actuator 14 is positioned behind the
15 universal joint 10 but is further forward on
the main body than is the hydraulic actuator
16. The hydraulic actuators 14 and 16 are
connected to the main body 1 and the metal
platform 15 that forms part of the universal
20 joint 10. The hydraulic actuators 11 and 13 are

connected to the metal platform 15 and the upper section 12 of the primary tilt enabling joint 9. The secondary lifting mechanism 17 comprises blades 18, 19, connected to a rotor 20, which rotor 20 is rotated by means of an engine assembly 21 that comprises a single engine. The secondary lifting mechanism 17 is connected to the top of the aft end 3 of the main body 1 by means of the secondary tilt enabling joint 22 which has a movement enabling assembly in the form of a universal joint 23. A hydraulic actuator 24 is able to move the upper section 25 of the secondary tilt enabling joint 22 rearward with respect to the main body 1 and the hydraulic actuator 26 is able to move the upper section 25 of the secondary tilt enabling joint in a forward direction, while another hydraulic actuator 27 is connected to the main body 1 of the aircraft so that it is on the left side of the universal joint 23 and so that it is able to tilt a metal platform

28 which forms part of the universal joint 23 to the right side of the main body. Another hydraulic actuator 29 is connected to the main body 1 of the aircraft so that it is on the right side of the universal joint 23 so that it can tilt the metal platform 28 to the left side of the main body of the aircraft. The hydraulic actuator 27 is positioned further forward on the main body than is the hydraulic actuator 29. The hydraulic actuators 27 and 29 are connected to the main body 1 and the metal platform 28 that forms part of the universal joint 23. The hydraulic actuators 24 and 26 are connected to the metal platform 28 and the upper section 25 of the secondary tilt enabling joint 22. The universal joint 10 of the primary tilt enabling joint 9 is formed by transversely connecting hinges 30 and 31 by means of the metal platform 15. The universal joint 23 of the secondary tilt enabling joint 22 is formed by transversely connecting hinges 32 and 33 by means of the metal platform 28. The hinges 30 and 32 are joined

to the upper part of main body 1 of the aircraft.

By forcing air in a downward direction by means of the primary lifting mechanism and the secondary lifting mechanism the aircraft is able to achieve vertical take-off.

- 5 By tilting the primary lifting mechanism forward by means of the primary tilt enabling joint and tilting the secondary lifting mechanism forward by means of the secondary tilt enabling joint the aircraft is able to achieve forward flight
- 10 as air is forced downward and to the rear of the aircraft by the primary lifting mechanism and secondary lifting mechanism. The primary lifting mechanism and the secondary lifting mechanism are arranged in tandem order above the main body 1,
- 15 with primary lifting mechanism forward of the secondary lifting mechanism. The primary tilt enabling joint and the secondary tilt enabling joint are also in tandem order on top of the main body 1, with the primary tilt enabling joint in
- 20 front of the secondary tilt enabling joint. The

blades of the primary lifting mechanism protrude
in front of the forward end of the main body 1.

Figure 2 shows the lower part of the primary tilt
enabling joint 9 at the forward end of the main
5 body 1 of the aircraft of Figure 1. The view is
from behind and shows the universal joint 10 as it
would appear from behind, and the positioning of
hydraulic actuators 14 and 16, with hydraulic
actuator 14 to the left of the universal joint 10
10 and hydraulic actuator 16 to the right of the
universal joint 10. The hydraulic actuators are
connected to the metal plate 15 that forms part
of the universal joint.

The hydraulic actuators 27 and 29 of the secondary
15 tilt enabling joint 22 of Figure 1 are distanced in
the same manner from the universal joint 23 as the
hydraulic actuators 14 and 16 are distanced from
the universal joint 10 of the primary tilt enabling
joint.

Figure 3 shows another form of the aircraft.
The aircraft has a main body 1 as in figure 1,
with a forward end 2 and an aft end 3. The primary
tilt enabling joint 9 is the same as in Figure 1
5 and the secondary tilt enabling joint 22 is the
same as in Figure 1. The primary lifting mechanism
4 is a turboprop 34 which can force air in a downward
direction by means of the blades 35 and 36. The
secondary lifting mechanism 17 is another turboprop
10 37 which can force air in a downward direction by
means of the blades 38 and 39.

Figure 4 shows another form of the aircraft. The
aircraft has a main body 1 with a forward end 2
and rear end 3. The primary lifting mechanism 4 is
15 the same as in Figure 1 and the primary tilt enabling
joint 9 is the same as in Figure 1. The secondary
lifting mechanism 40 is a jet engine. The jet engine
4 is turbojet and is attached to a hinge 41. The
turbojet 40 is joined to metal plate 42 that forms of

the hinge 41. A lower metal plate 43 forms part of the hinge 41. The lower metal plate 43 is connected to another hinge 44 that is positioned longitudinally on top of the main body 1. The lower hinge 44 is joined
5 to the the upper part of the main body 1 of the aircraft. The hinges 41 and 44 are transversely connected.
A hydraulic actuator 45 is connected to the metal plates 42 and 43 of hinge 41 such that it is able to tilt the turbojet 40 in a rearward direction by pushing
10 the metal plate 42 in a rearward direction. A hydraulic actuator 46 is connected to the lower metal plate 43 and the upper part of the main body and is connected to the main body 1 of the aircraft so that it is on the left of the lower hinge 44 such that it can tilt
15 the lower plate 43 to the right. Another hydraulic actuator 47 is connected to the upper part of the main body and the lower metal plate 43, and is connected to the main body 1 of the aircraft so that it is on the right side of the lower hinge 44 such that it

can tilt the lower plate 43 to the left side of the main body 1. The metal plates 42, 43, the hinges 41 and 44, the and the hydarulic actuators 45, 46, and 47 form the secondary tilt enabling joint 22. The jet engine 40 is shown to be partly behind the main body 1 of the aircraft angled such that it forces exhaust gases in a downward direction through the rear 48 of the turbojet 40. A turbofan jet engine could be used in place of the turbojet 40 positioned in the same manner as the turbojet 40.

Figure 5 shows the front of lower part of the secondary tilt enabling joint 22 of Figure 4 as veiwed from in front of the secondary tilt enabling joint 22. Figure 5 shows the lower hinge 44 connected to the lower plate 43 of Figure 4 and the main body 1 of the aircraft, and the distancing of the hydraulic actuators 46 and 47 from the lower hinge 44.

Figure 6 shows the aircraft of Figure 4 fitted with an additional tilt enabling joint 49, which is a third tilt enabling joint. Referring to the

additional tilt enabling joint as a third tilt enabling joint, the third tilt enabling joint 49 is in the form of a hinge 50 which is connected to the upper part of the forward end 2 of the main body 1 of the aircraft. A hydraulic actuator 51 that forms part of the third tilt enabling joint is able to tilt the upper section 52 of the third tilt enabling joint in a forward direction. The primary tilt enabling joint 9 is connected to the upper section of the 52 of the third tilt enabling joint and is shown in a state of forward tilt. Hydraulic actuator 53 forms part of the third tilt enabling joint and is able to tilt the upper section 52 of the third tilt enabling joint in a rearward direction. The hydraulic actuator 51 is connected to a stem 54 protruding from the hinge 50 and to the upper part of the main body of the aircraft. The hydraulic actuator 53 is connected to the stem 54

and the upper part of forward end 2 of the main body of the aircraft.

Figure 7 shows a modified form of the aircraft of Figure 6, with the third tilt enabling joint 49 in a forward tilt, the primary tilt enabling joint 9 in a forward tilt, and the jet engine 40 in a forward tilt. Figure 7 shows that the whole of the primary lifting mechanism is in front of the main body of the aircraft. In Figure 7 the aircraft is different to the aircraft in Figure 6 in that it has the lower hinge 44 connected to a metal plate 55. The metal plate 55 is connected to a large rivet 56 which is contained within the main body and protrudes from the main body 1 through an opening 57 in the upper part of the main body. The metal plate 55 is supported on metal blocks 58 and 59 such that the metal plate 55 can be rotated by an electric motor 60 rotating a wheel 61. Hydraulic actuators 46 and 47 are connected to the metal plate 55 and are in the same position

with respect to the hinge 44 as they are in the aircraft of Figure 4. Figure 7 also shows a fin 62 attached to the jet engine 40. The jet is shown further behind the on the aft end of the main body of the aircraft. The jet engine 40 could now be tilted in rearward direction so that it could be placed behind the main body of the aircraft.

Figure 8 shows the aircraft of Figure 7, now fitted with wheel assemblies 63 and 64. Wings can be fitted to the main body of the aircraft. Figure 6 shows the position of a wing 65 on the left side of the main body of the aircraft.

Figure 9 shows a variation of the aircraft of Figure 4. The upper metal plate 42 of the hinge 41 is longer, the jet engine 40 is attached to another metal plate 66, and a large rivet 67 now joins the metal plate 66 to the metal plate 42, which rivet connects the metal plates 42 and 66 such that the metal plate 66 can pivotly rotate with respect to the metal plate 42. A hydraulically

activated rotating arm 68 is used to rotate the metal plate 66 with respect to the metal plate 42. The rivet 67 and the hydraulically activated rotating arm 68 combined with the additional metal plate 66 hence form a rotation enabling mechanism by which the jet engine 40 can be pivotally rotated with respect to the secondary tilt enabling joint.

Figures 1, 3, 4 and 9 show that the aircraft can take off and land vertically. Figure 8 shows that the aircraft can also take off and land as a conventional forward flying aeroplane when fitted with wheels, wings, and when the tilt enabling joints have tilted the primary lifting mechanism and the secondary lifting mechanism forward. The aircraft could take-off while moving forward as an aeroplane and land as a helicopter, and vice versa.

Figure 10 shows another form of the aircraft, with the whole of the primary lifting mechanism 4 now in front of and above the forward end 2 of the main body 1. The secondary lifting mechanism 17 is now completely above and behind the aft end of the main body 1. The primary tilt enabling joint 9 and the secondary tilt enabling joint 22 are combinations of components of tilt enabling joints shown in previous figures. An addition is the extension platform 69 shown in respect of the primary tilt enabling joint 9 and the extension platform 70 of the secondary tilt enabling joint 22.

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74. The aircraft of any one of claims 1 to 29 wherein
the secondary lifting mechanism is connected to the
secondary tilt enabling joint by a rotating mechanism such
that during flight of the aircraft the secondary lifting
5 mechanism can be rotated in a controlled manner relative to
the secondary tilt enabling joint by means of the rotating